Transport and Environment Committee

10.00am, Thursday, 2 February 2023

Circulation Plan – delivering the City Mobility Plan

Executive/routine	**Executive**
Wards	**All**
Council Commitments	

1. Recommendations

1.1 It is recommended that Transport and Environment Committee:

1.1.1 Notes the update on the development of the Circulation Plan, including developing the themes presented to make the city centre more people friendly, high quality multimodal key corridors and delivering liveable neighbourhoods; and

1.1.2 Approves the consultation and engagement strategy for the Circulation Plan principles and the relevant Action Plans.

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Report

Circulation Plan – delivering the City Mobility Plan

2. Executive summary

2.1 This report provides a brief update on progress on the Circulation Plan and associated Streetspace Allocation Framework and sets out some themes for opportunities and challenges in the city as:

- 2.1.1 Taking City Centre Transformation further in terms of pedestrian priority and by reducing or removing intrusive through traffic to create a people-friendly city centre;
- 2.1.2 Developing high quality multimodal public transport and active travel corridors; and
- 2.1.3 Further work to deliver liveable neighbourhoods.

2.2 The report also seeks approval of the proposed consultation and engagement strategy (Appendix 2) for coordinated consultation and engagement on the Circulation Plan and associated Action Plans: Active Travel, Public Transport and Parking (which are presented today for consideration) and Road Safety and Air Quality (which were approved by Committee on 8 December 2022).

3. Background

3.1 This report follows two previous reports on the development of a city Circulation Plan (October 2022 and December 2022).

3.2 Also on 8 December 2022, Transport Scotland published the second Strategic Transport Projects Review (STPR2). The final report takes forward the commitment within the second National Transport Strategy (NTS2) to address the reliance on the private car. Specifically, many of the 45 recommendations are directly aligned to the Circulation Plan and the supporting action plans.

4. Main report

4.1 The emerging Circulation Plan has a critical part to play in moving towards a lower traffic, more liveable and more sustainable city.

4.2 In December, draft network maps were presented to Committee. An updated strategic walking map is presented in Appendix 1.

4.3 Actions are currently being progressed across three themes to map out the challenges and opportunities across the city:

4.3.1 Taking City Centre Transformation further – aiming to deliver a much more people-friendly city centre;

4.3.2 Delivering high quality public transport and active travel networks, with an early focus on strategic corridors; and

4.3.3 Delivering liveable neighbourhoods - addressing the local street environment, local trips and access to local services for everyone.

Delivering a more people-friendly city centre

4.4 It is intended to explore a geographical approach to removing or reducing intrusive through traffic from the city centre, similar to other cities (e.g. Ghent).

4.5 While progress has been made in implementing proposals set out in the City Centre Transformation Strategy (CCT) in 2019,

4.6 Further positive change towards a centre that is far less traffic-dominated is possible. Such change has the potential to deliver a much better environment for shopping, business, leisure and visitors.

4.7 Consideration of the expansion of the proposed pedestrian priority zone, whilst still accommodating required vehicle movements – including public transport, deliveries and access for blue badge holders - is a key part of this.

4.8 At present, CCT proposes restrictions on through traffic for Bank Street, Market Street and George Street. Other key routes which could now be considered would be North and South Bridges (Bridges corridor), Cowgate, the Lauriston Place corridor and Lothian Road.

4.9 Complementary restrictions on other streets, such as Calton Road, will also be considered.

4.10 It is important to emphasise that restrictions could vary significantly. For example, they might be part-time (e.g. 7am to 7pm), directional (e.g. all traffic permitted one-way, buses, taxis and cycles the other way), or vary by the type of vehicle permitted (e.g. permitting all traffic apart from private cars).

4.11 In parallel, officers will continue the discussion with HES on the management of the roads in Holyrood Park with a view to further reducing traffic. However, it is worth noting the key role of the Holyrood Road - Holyrood Gait - Queens Drive - Horse Wynd connection if the Bridges corridor is restricted in full or in part to some classes of motorised traffic.

Delivering high quality public transport and active travel networks

4.12 The Circulation Plan recognises that there are various public transport and active travel schemes confirmed within the city and seeks to consider these on a corridor basis (while not losing sight of the overall network). This approach helps to move away from an individual project approach to a more cohesive strategy to project delivery with city wide benefits being more easily recognised and understood.

4.13 The projects listed below comprise key future schemes being progressed in this theme as follows:

4.13.1 Key public transport schemes include: West Edinburgh Transport Improvement Programme (WETIP), Edinburgh Corridors Bus Partnership Fund, North / South Mass Rapid Transit and overall network optimisation to improve journey times; and

4.13.2 Key active travel schemes include; Maybury to Barnton, Dundee Street, Straiton Junction and Burdiehouse, Gilmerton Road and Old Dalkeith Road to city centre via Cameron Toll/Craigmillar Park, Niddrie Mains Road and Portobello to Newhaven through Leith and the Kings Road junction.

4.14 Key public transport and active travel priority corridors will be identified, and detailed work done to create coherent networks supporting delivery of 2030 climate change targets and the 30% reduction in car kilometres by 2030 target. Building on the identified conflicts through the mapping (which was presented in December 2022) as well as project development work which is already underway, initial locations being considered for selection include:

- A8 Glasgow Road/Corstorphine Road;
- A70 Lanark Road/Slateford Road;
- A772 Gilmerton Road;
- Niddrie Mains Road; and
- A199 through Seafield and Portobello.

4.15 Design development will consider how wider policy measures help support the delivery of the Circulation Plan within identified corridors (e.g. parking controls, integrated ticketing) and

4.16 the need for the creation of a coherent cycling network suitable for all ages and abilities, integrating improvements in relevant town centres.

4.17 Other infrastructure measures will help support the delivery of the Circulation Plan objectives within identified corridors e.g. signal priority for pedestrians, public transport, some use of traffic filters (‘bus gates’) and expansion/further Park and Ride provision etc.

4.18 A broad range of bus services operate across Edinburgh. Given the diversity of their functions (regional express, local, sight-seeing, hopper, school etc.), they require different levels of service. This will be reflected in the developing plans. Further detail on this is contained within the Public Transport Action Plan.

Delivering liveable neighbourhoods

4.19 Edinburgh’s 20-minute Neighbourhood Strategy (2021) stated a 20-minute neighbourhood is about living well locally, giving residents the ability to meet most of their daily needs from within their own community by building on models of shared service delivery with public, private and voluntary sector partners.

4.20 The intention of the Circulation Plan and associated Streetspace Allocation Framework (SAF) is to support the creation of liveable neighbourhoods through the reallocation of streetspace, reducing severance, supporting placemaking and developing safe and attractive public transport and active travel choices for all users.

4.21 A 20-minute Neighbourhood Interactive Dashboard is under development which maps census output areas to space standard criteria. This tool will enable the identification of gaps within neighbourhood provision and better help officers to identify localised solutions.

4.22 As part of this work, a programme of town centre enhancements is at an early stage of development (e.g. in Craigmillar, Niddrie Mains Road and Portobello).

4.23 Building on the School Travel Plan Review, a review of Safer Routes to School will also be undertaken with the aim of delivering a programme of car free streets or zones outside schools, where achievable.

4.24 As part of a Major Junctions' Review, severance issues and proposed mitigation will be identified around key local centres, for example at Kings Road and Drumbrae.

4.25 A review of safe routes to key amenities will also be undertaken.

4.26 Improvements to public realm will help create a sense of place. The SAF will continue to consider place, providing more space for pedestrians and activities.

Conclusion

4.27 It is important to recognise that these themes will not sit independently of each other but will interlink to ensure that the citywide Circulation Plan forms a coherent, integrated multimodal transport system for the whole of Edinburgh.

4.28 Within each theme, there will be difficult choices to make, and it is intended to explore the conflicts and challenges of this in more detail through public consultation and technical analysis (e.g. traffic modelling) before presenting the final plan to Committee for approval.

Consultation and engagement strategy

4.29 As previously reported to Committee, it is proposed to carry out a comprehensive consultation on the draft Circulation Plan, alongside associated action plans: Active Travel, Public Transport and Parking, Road Safety and Air Quality.

4.30 The draft consultation and engagement strategy is outlined in Appendix 2 and is submitted for approval.

4.31 The consultation will focus on the changes and interventions required to deliver the city's sustainable transport hierarchy and as noted above, to explore the potential conflicts and challenges in more detail.

4.32 The methods of engagement have been designed to ensure that as many people as possible can participate.

5. Next steps

5.1 Subject to approval of this report's recommendations, next steps will be:

5.1.1 Progress with the consultation and engagement approach (set out in Appendix 2) for the Circulation and associated action plans;

5.1.2 Continue to progress the actions which have been agreed by Committee on the Circulation Plan;

5.1.3 Further development on the SAF, in particular applying the decision-making principles to refine network proposals. This would be done in parallel with emerging stakeholder and public consultation feedback as well as further data-based technical work;

5.1.4 Progress with activities aligned to the three themes outlined in the main report, including:

5.1.4.1 Exploring and appraising options for taking CCT further, including modelling work to determine the impacts of varying levels of intervention;

5.1.4.2 An appraisal (including traffic modelling where appropriate) of the different corridor approaches along strategic corridors; and

5.1.4.3 Developing the proposals to deliver liveable neighbourhoods.

6. Financial impact

6.1 Sustrans have allocated funding to the Council to progress the development of the Circulation Plan.

6.2 University College London (UCL) will provide consultancy support through 2023, as part of a successful partnership award from their Innovation and Enterprise Department.

7. Stakeholder/community impact

7.1 To enable detailed development of proposals, appropriate consultation and engagement will need to be undertaken, and this will be carried out in line with the Council's new Engagement and Consultation policy.

7.2 The Council will work closely with UCL and others (Glasgow City Council, Transport Scotland etc.) in further developing the Circulation Plan and Streetspace Allocation Framework. Appendix 3 shares a discussion note around streetspace allocation principles, drafted by UCL.

8. Background reading/external references

8.1. City Mobility Plan (Item 7.1), Transport and Environment Committee - February 2021

8.2. 20 Minute Neighbourhood Strategy (Item 7.1), Policy and Sustainability Committee, June 2021

8.3. 'Plusnet': Amsterdam's Plus Networks and Main Networks Infrastructure Map (City of Amsterdam, 2022)

8.4. Multimodal Optimisation of Roadspace in Europe (MORE) (University College London, 2017-22)

8.5. Spaced Out: Developing a Streetspace Allocation Framework for Glasgow (Glasgow City Council, 2022)

9. Appendices

9.1 Appendix 1 – Draft strategic walking/wheeling network (network mapping)

9.2 Appendix 2 – Consultation and engagement strategy

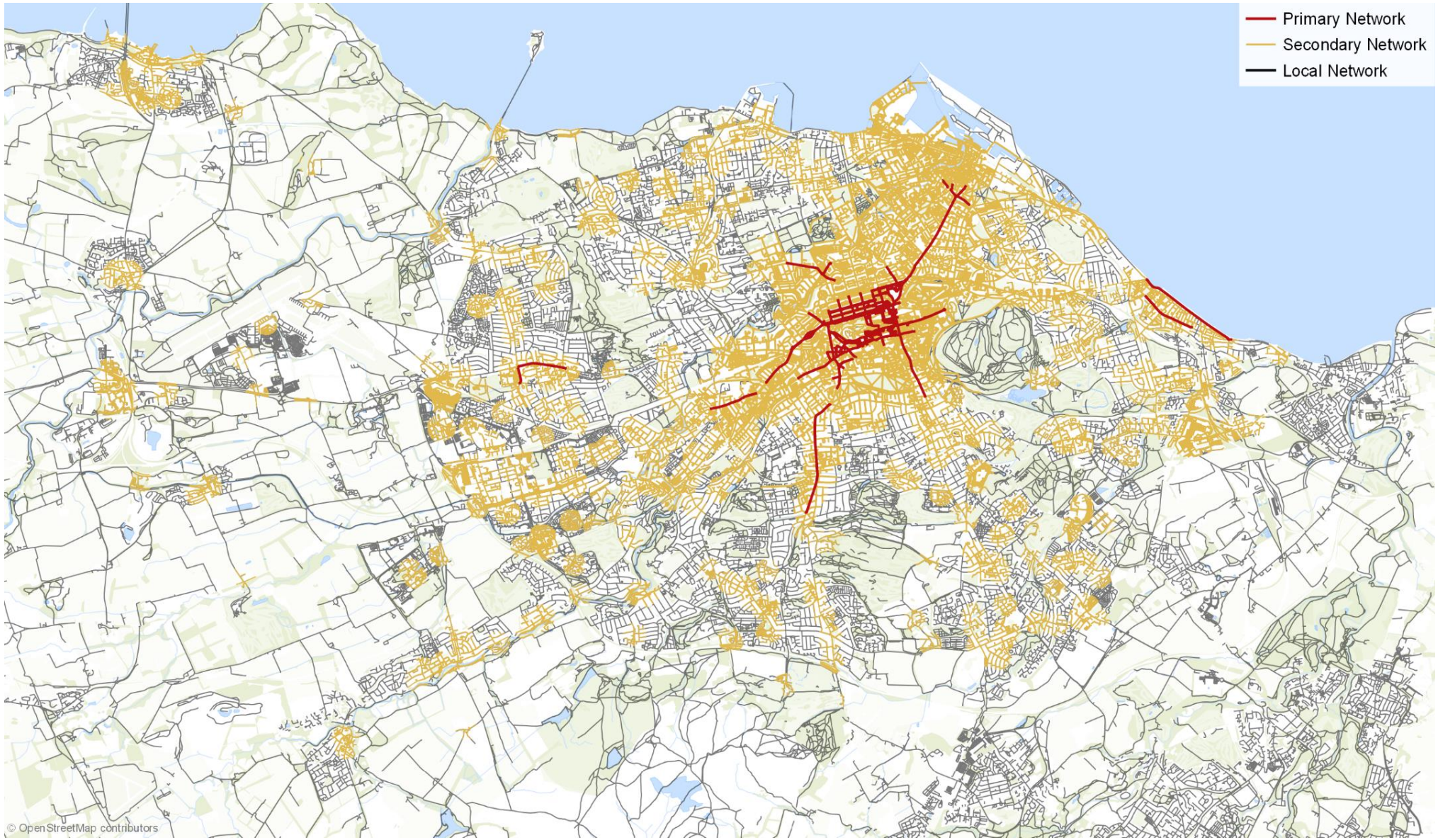
9.3 Appendix 3 – Principles of streetspace allocation: a discussion note (UCL)

Appendix 1 – Draft strategic walking/wheeling network map (network mapping)

The draft strategic walking/wheeling map shows three densities of pedestrian/footfall demand:

- The Primary network highlights key high street locations with the highest density of amenities and where footfall is greatest;
- The Secondary network is based on a 200m radius to local shops and facilities. This is important for access but overall walking/ wheeling demand is lower (in comparison with the Primary network); and
- The remaining network is considered Local. Here safe access is required but pedestrian demand is relatively low compared with the Primary network.

This map is in addition to the draft strategic network maps that were presented to Committee in December 2022.


Primary Network
Secondary Network
Local Network
© OpenStreetMap contributors

Delivering City Mobility Plan – Circulation Plan & Related Action Plans – Consultation & Engagement Strategy

Consultation and Engagement Objectives:

Edinburgh's City Mobility Plan (CMP) has nine strategic objectives that together seek sustainable, safe, efficient, inclusive, and affordable movement of people, goods and services within and into the city. CMP has been prepared alongside the City Plan 2030 to ensure the city's land use planning is fully aligned with delivering a net zero transport system. Under the CMP umbrella, a complementary suite of action plans covering the following core areas have been prepared to facilitate delivery of CMP Objectives:

- Active Travel Action Plan
- Public Transport Action Plan
- Road Safety Action Plan
- Parking Action Plan
- Air Quality Action Plan

Sitting across the five action plans is the emerging citywide Circulation Plan and associated Streetspace Allocation Framework, which will provide a strategic approach to deciding how the allocation of limited street space is prioritised across the city centre, key corridors and neighbourhoods.

There is a need to consult and engage on all the emerging plans to ensure actions maximise delivery of CMP objectives in a coordinated way to meet our 30% reduction in car kilometres by 2030 target, and to fully support the city's ability to meet climate targets, achieve sustainable development and economic growth, reduce congestion, and improve health and wellbeing. There is also a statutory requirement to consult on the Air Quality Action Plan.

Engaging and consulting on these plans together will allow meaningful opportunities for stakeholders and the public to understand, shape and maximise cross-cutting issues, mutually beneficial actions, and coordinated delivery. This coordinated approach to consulting and engagement on all these plans will also minimise consultation fatigue and ensure most efficient use of resources.

CMP objectives, the challenges we are seeking to address, and many of the associated higher level actions in these plans have already been approved as part of the CMP, which underwent widespread consultation and engagement before its approval in February 2021. Clarity will therefore be given on elements which represent further detail which builds on CMP rather than repeats it, to ensure meaningful discussion and forward progression.

Proposed Timeline:

The following core activities will be undertaken between March and July 2023 to capture views across all stakeholders and members of the public:

- Stakeholder Workshops – March/April 2023;
- Public Drop-ins – April/May 2023;
- Focus Groups to target hard to reach/vulnerable/underrepresented groups – April/May 2023; and
- Consultation Hub Questionnaire – April 2023 to July 2023.

Proposed Engagement Activities will include:

Stakeholder Workshops:

Each plan has its own stakeholder mapping and initial engagement has already been undertaken with stakeholders in relation to the development of the individual plans.

Due to the overlapping nature of the five action plans and Circulation Plan, it is proposed that stakeholder workshops are undertaken with mixed groups based on a roundtable format utilising specifically tailored material. The workshops will be designed to cover the key outputs across the five action plans and Circulation Plan, with stakeholders providing cross-cutting knowledge and expertise. This approach will facilitate an open discussion on the key challenges and difficult decisions required to achieve a 30% reduction in car kms by 2030.

Public Drop-ins:

In-person drop-in events are proposed at locations across the city during April and May. Officers will ensure that locations are chosen to ensure accessibility to all.

The drop-in events will provide similar information to the online consultation and prompt members of the public to give views, identify conflicts and challenges, and suggest any additional measures which could be implemented to address the challenges and opportunities associated with the delivering CMP objectives. They will also allow members of the public to ask for clarifications and further details on the information presented to them and provide additional assistance in terms of completing the online Consultation Hub questionnaire.

Hard to Reach Groups Targeted Workshops:

In-person targeted workshops, supported by a specialist market research consultant, will be held with a number of different stakeholder groups that are most impacted by mobility issues in the city, many of whom experience inequalities. Groups initially identified are:

- Those experiencing poverty
- Isolated communities (including Gypsy and Traveller Community)
- Women
- Children and young people
- People with mobility difficulties
- People who are neurodivergent
- Our aging population
- People with ethnic minority backgrounds

These groups will have varying degrees of knowledge on the topics we are hoping to engage on, and some may require considerable efforts to reach, so we will work with representative groups to identify potential participants.

We recognise that different groups will respond to different formats and focus groups under this category will likely have to be bespoke and adapted to the audience, providing adjustments to ensure they are accessible to attendees (in terms of geographical location, timing and building accessibility). Some sessions will also take place online.

Dedicated Web Pages:

Dedicated web pages will be developed under the “Future Edinburgh” section of the Council’s website providing an accessible online summary of each action plan and the Circulation Plan.

Consultation Hub:

A public consultation questionnaire and supporting material will be live on the Council’s Consultation Hub for 12 weeks, starting in April 2023.

Development of the online Consultation Hub questionnaire is currently ongoing. The focus of the questions will relate to the ambition of the proposed actions in terms of meeting CMP objectives and delivering the 30% reduction in car kms by 2030. Questions will also aim to target the decision

requirements associated with the allocation of limited street space in the city centre, key corridors and neighbourhoods.

Emerging Key Messages:

These messages will help to frame the consultation and why we need to be ambitious in tackling the challenges faced. They will be refined further through ongoing discussion, and will help to inform our Communications Plan and the specific questions we want to ask stakeholders and the public during the formal consultation period in spring/summer:

- The way we travel and design our streets and spaces has a significant impact on our carbon footprint, air quality, road safety, health and wellbeing and congestion. It also affects our ability to create welcoming, inclusive places that support our economy and community life. This is your chance to get involved in shaping these plans so we can tackle these challenges together.
- We will help to stop further irreversible damage to our planet if we all work together to reduce our carbon footprint.
- We can improve public health in the city by taking action to reduce harmful emissions from transport, including through reducing vehicle journeys and using cleaner fuel.
- The Circulation Plan and associated Streetspace Allocation Framework will help us to reduce conflict between different travel modes on our city's streets.
- An enhanced public transport system, which includes bus priority measures and higher quality infrastructure, means Edinburgh will be connected by a faster and more inclusive net zero transport system.
- Enhancing our walking/wheeling and cycling networks will make Edinburgh fully accessible for everyone, allowing all of us to experience the health and wellbeing benefits of active travel.
- We will continue to strive towards delivering Vision Zero and, by adopting the Safe System approach, we aim to significantly reduce the number of collisions resulting in personal injury on our streets.
- Our parking actions will help to direct better flow of traffic across the city, reduce the dominance of private cars and encourage more sustainable movement through the city.

All the plans are focussed on delivering CMP objectives to varying degrees, depending on their particular focus. They have also been designed to work together coherently, ensuring effective and coordinated outcomes on our city's streets/public realm. It is critical that we are clear that the need to meet these objectives is already an approved Council position following widespread consultation and engagement.

Communications Plan:

A Communications Plan is being developed alongside the preparations for these activities - designed to maximise interest and involvement in these activities using a variety of tried and tested methods.

Appendix 3. Principles of streetspace allocation: a discussion note

Prof Peter Jones OBE, Centre for Transport Studies, UCL

Background

Like most cities in the UK, the City of Edinburgh is grappling with the challenge of moving to zero carbon urban mobility, and as part of this goal has set itself the target of reducing urban car kilometres by 30% by 2030. This will require quite radical changes, on a number of fronts.

UCL has led several international projects addressing these issues (especially 'MORE', on urban streetspace allocation – www.roadspace.eu), and has been successful in obtaining funding from the university's Knowledge Exchange programme to work with the City to further develop and apply the principles and tools that had been produced by those projects in a real-world, city-wide application.

The primary aim is to assist the City in developing its Circulation Plan and associated Streetspace Allocation Framework, and to contribute to the development and implementation of the Consultation and Engagement Strategy.

While decisions about streetspace allocation and prioritisation are essentially political, this note sets out some principles that could assist in formulating policy.

Principles

1. The targets of prioritisation

Prioritisation is commonly based on one of three group characteristics:

- The type of **person.** For example, parking or access restricted to residents or blue badge holders.
- The type of **activity.** For example, kerbside space reserved for loading, or for drop off/pick up activities. A rarely recognised key activity is 'servicing' of properties, carried out by various trades people (e.g. plumbers or electricians)
- The **mode** of transport. For example, running lanes reserved for buses or cycles, or a kerbside taxi rank.

2. Methods for prioritisation and supporting behaviour change

There are four types of policy levers that local authorities can apply to support an agreed prioritisation of space and to influence user behaviour:

1. **Physical** layouts controlling space and capacity; for example, the total space available for kerbside stopping activity, and the overall width of the carriageway. There is also some design flexibility in the specification of the width of running lanes, or the length of bus or loading bays, for example.

2. **Regulation** of space use. This can be applied in a variety of ways, by specifying:
    - Which groups can use sections of the kerbside (e.g. blue badge parking) or the carriageway (e.g. cycle lane), or are restricted according to vehicle emissions
    - The duration of a permitted activity (e.g. parking for up to 30 minutes)
    - The times of operation (e.g. No stopping 7am to 7pm; or peak period bus lane), or
    - Speed limits, or access restrictions

3. **Pricing** of streetspace use. Aside from the payment of fares for using public transport services, this typically arises in two contexts:
    - Payment for kerbside stopping activities. Most commonly for car/van parking, but there are trials to charge for a reserved kerbside loading space.
    - Road user charging, as a congestion charge, or for a permit for a non-compliant vehicle to enter a restricted air quality zone.

4. **Information/marketing** can support behaviour change associated with the redesign of streetspace, in several ways, by making street users aware of:
    - The purpose of the scheme and its wider benefits for the community
    - The new space-time allocation layout, to ensure the scheme's smooth operation and to reduce non-compliance
    - Alternative routes or available parking or loading spaces in the vicinity, in real-time
    - Alternative modes of access to the street, such as bus options, where car parking spaces are reduced

Applications

1. Using combinations of levers to 'fine tune' policy delivery

Parking policy provides a good example of where all four policy levers are often combined, in order to deliver precise policy outcomes. For example:

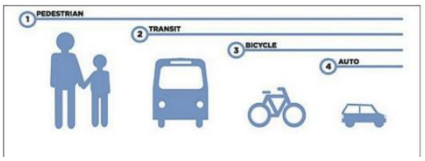
- Physical: the overall quantity of parking provision is restricted
- Regulation: this determines who can park, at what times of day and for how long
- Pricing: to ensure that demand is well aligned to supply (to avoid cars searching for parking spaces), and to encourage a shift to (cheaper) off-street parking – or to other modes
- Information: variable message signs showing available spaces in nearby off-street parking

Such comprehensive thinking has not been applied so systematically when considering how to control moving traffic.

2. Problems in applying the ‘modal hierarchy’ in allocating streetspace

Most documents in the UK now adopt a similar modal priority hierarchy when developing and applying transport policies, with walking/wheeling at the top of the inverted pyramid, and cars at the bottom. The Scottish version is illustrated alongside.

Other places show some variations. For example, the Chicago ‘Complete Streets Guide’ puts buses above cycles, see below.



When trying to apply this hierarchy to the allocation of streetspace, several problems arise:

- Freight vehicles (HGVs, trucks and vans) are missing from the hierarchy
- It takes no account of the important ‘place’ function of streets, particularly on busier, mixed-use streets, notably the need to provide for:
    - Kerbside loading and parking, and drop-off and pick-up facilities
    - Street activities, linked to the provision of footway space and street furniture
- It is not an appropriate guide for allocating kerbspace
- The recommended order of priority does not always align with practical requirements when allocating movement space (see below).

3. Practical criteria for the allocation of movement space

The chief constraint in allocating space to different activities is the street width, between building lines. Options vary, at different street widths. For example:

- </=3 metres. The first priority is always to provide space for walking and wheeling, so that each of the frontages can be accessed on foot. For very narrow lanes, that is all that can be provided. Such spaces may also be shared by cycles and micro-mobility modes – allowing the possibility of deliveries by cargo bikes, for example.
- 12 metres and above. This provides lots of flexibility, with many permutations (which grow with increasing width). A set of ‘rules’ could be developed, based on technical considerations and political priorities, such as the following:

    - Cross-section space allocation depends on the agreed ‘Movement’ and ‘Place’ functions of the street segment/corridor
    - Increase width of footways to 3m minimum each side, in shopping streets
    - Most streets will require one-way or two-way access for general traffic
    - A high priority to allocating kerbspace for stopping activities in shopping/commercial areas; ideally on both sides but, if lack of space, consider providing in the centre of the street (with a 20mph speed limit); need to develop guidelines for prioritising kerbside allocation.

- If the street plays a major role in terms of general traffic circulation across the city, then this becomes a priority for carriageway use – for example, one lane in each direction, plus a tidal flow lane.
- Prioritised bus lanes on key corridors where general traffic causes delays to buses and trams.
- Cycle lanes to be provided where there are safety issues, based on layout, speed and traffic volume – but, bus/tram lanes take priority on key public transport corridors, where needed. Consider all possibilities (e.g. two-way cycle lane in the centre of the street, maybe linked to a 20mph speed limit).

4. 'Proactive' in place of 'reactive' streetspace regulation

From time to time, cities are confronted with having to react to a new transport mode, usually developed by the private sector, and to decide on how to regulate it use on public roads. One hundred years ago the 'disruptor' was the private car; recently it has been e-scooters, and in the near future it is likely to be footway robots.

The MORE project explored the possibility of cities becoming proactive and developing anticipatory regulation, rather than being left on the back foot. This would involve defining a 'performance envelope' for motorised vehicles that would be permitted on different parts of the highway. For example:

- Footway: walking and wheeling, plus electric vehicles, with a maximum size, speed (e.g. 8kph) and weight; audible warning plus limited lighting.

- 'Cycle' lane: wheeled vehicles (maximum of three wheels?), both motorised and non-motorised. Maximum size (e.g. in Belgium maximum cargo bike width of 1 metre), speed (e.g. 30kph) and weight. Requirement for audible warning and clear lighting, effective brakes; insurance for some types of powered vehicles?

- General carriageway: all motor vehicles capable of travelling above 30kph, or are too wide for the 'cycle' lane. Regulations currently exist in this case for maximum dimensions, lighting and brakes and safety protection. Licence and insurance also required.

The benefit for the city is that it would enable different parts of the street to be designed to support a given performance envelope (e.g. to accommodate a maximum width and weight). The benefit to the private sector developers of new transport modes is that they know what performance characteristics are required, to ensure being granted authority to operate by the city.

Prof Peter Jones OBE, 14/01/23